

JERSEY CITY BARS ALL EXPLOSIVES; FLAYS RAILROADS

"Law or No Law," Commissioners Vote to Halt Munition Shipments.

LINES GET ONE DAY TO MOVE GOODS

Black Tom Victim's Body Found—Another Dies—Representatives May Act on Disaster.

The Board of Commissioners of Jersey City, in a meeting marked by wholesale condemnation of the railroad, voted yesterday that, "law or no law," the city should immediately rid itself of all munitions stored within its limits, and that all future shipments into the city should be prevented.

The action was taken on the conviction of the commissioners that it was time "to take the law into their own hands" and avoid a repetition of the Black Tom disaster.

It was decided by the commissioners, other means having failed, to employ police power in keeping the city completely free of explosive munitions in quantities menacing life and property. What the Interstate Commerce Commission may do to impose its authority and what the railroads may do in retaliation did not seem to concern the commission.

One Commissioner Opposes.

The rollcall hardly had been finished, showing four of the commissioners for the radical step and only one, Henry Byrne, opposed, before Frank Hague, Director of Public Safety, had ordered notifications of the action sent to the superintendent of transportation of every railroad having terminals in Jersey City or whose shipments pass through the city. The railroad offices were called by telephone and the resolution read.

The railroad officials were informed that formal notification would be dispatched this morning, and that the scant grace of twenty-four hours from the time of its receipt would be given the railroads to remove explosives and reroute consignments now on their way.

Other developments of the day were: Railroad heads indicated they would fight the sweeping action of the city by injunction and, if financial loss resulted through breaking of contracts with shippers, by damage suits.

City Seeks Redress.

Commissioner George F. Brensinger, author of the resolution to clean the city of dangerous explosives, when warned by Corporation Counsel John Milton that the city might be held liable for financial losses sustained by the railroads, remarked: "It is worth it."

Milton was directed by the commission to learn if those responsible for the explosions and conflagration on Black Tom could be held financially liable, and, if so, to sue.

John J. Egan and James A. Hamill, New Jersey representatives, announced that they would appear before the Interstate Commerce Commission in Washington to-day in an effort to obtain relief.

May Introduce Resolution.

Egan said if there appeared no prospect of help from the I. C. C. he would introduce a resolution in Congress, which he already has prepared, placing a complete embargo on the export of high explosive munitions.

Most serious effects on the munitions industry will result if the plan of the Jersey City commissioners can be carried into execution. More than three-fifths of the munition shipments to the Allies go by way of the Jersey City terminals.

A report made yesterday by James Connolly, inspector of combustibles in Jersey City, showed that in June and July 1,912 carloads of explosives came into the city over the Lehigh Valley, and that 915 carloads were transhipped at the Jersey Central piers.

Found Other Explosives.

Connolly also reported that in a tour of inspection of the Jersey City freight

yards within half a mile of Black Tom eight carloads of gun cotton and picric acid were found. He also discovered, he reported, two tons of dynamite in the Weehawken yards of the West Shore.

A report transmitted to the office of Prosecutor Robert S. Hudspeth said that dynamite, gun cotton and other high explosives in sufficient quantities to demolish lower Manhattan, parts of Brooklyn and towns on the Jersey shore were daily in barges in New York Harbor and in Gravesend Bay. It was said steamers did not arrive rapidly enough to take the great accumulations away.

The body of Cornelius J. Leyden, chief of the Lehigh Valley police, was found yesterday afternoon beneath tons of debris on Black Tom.

Storage Head Surrenders.

Edmund L. McKenzie, of Plainfield, N. J., president of the National Storage Company, surrendered to the Hudson County authorities yesterday. The warrant for his arrest, as in the cases of the three men previously arrested, charged manslaughter. Bail of \$5,000 was furnished, and McKenzie was released for a hearing Friday.

Roger B. Wood, assistant United States Attorney for the Southern District of New York, and Andrew J. Steelman, assistant United States Attorney for New Jersey, took part in a conference with the Jersey City and Hudson County officials, which failed to result in any plan for the cooperation of the Federal and local authorities. The Jersey City commissioners were dissatisfied with what they termed the Federal attorneys' "lukewarmness" in the investigation.

It was announced after the conference that if any investigation was made by the Federal authorities it would be made independently, and that the county would go ahead. It will press manslaughter charges against the four men already named as defendants and may issue additional warrants for other persons believed to share the responsibility for the disaster. An effort will also be made to invoke the old common law in preventing storage of large quantities of munitions.

Four Now Arrested.

The four men arrested are Mr. McKenzie, arraigned yesterday; Theodore B. Johnson, 166 Seventy-sixth Street, Brooklyn, president of the Johnson Lighterage and Towing Company; Alexander Davidson, 233 Stegman Street, Jersey City, superintendent of the National Storage Company piers, and Albert M. Dickman, of Jersey City, agent at the Black Tom piers of the Johnson lighterage company.

The five city commissioners left the conference with the government attorneys vowing to take action that would accomplish something. One member suggested tearing up the railroads' tracks, but when the commission reconvened in the afternoon this plan was not mentioned. It gave way to the Brensinger resolution, which followed.

"Whereas, The report of detectives who have examined into the matter concerning the amount of explosives now in Jersey City, passing through the city and to be passing through daily demonstrates to this board that the high explosive munitions of war being shipped through Jersey City constitute a public nuisance and menace, not only to our own city but to neighboring cities; and,

Hague Ordered to Act.

"Whereas, Procedure through the Federal authorities taken by the Director of Public Safety heretofore shows this board that the result of the ordinary legal course will afford no remedy; therefore, be it

"Resolved, That the Director of Public Safety be directed to prevent the storage and shipment of high explosives within the confines of Jersey City and that he use all the means in his power and command to accomplish this end."

It was apparent as soon as the resolution was introduced that the commissioners were not going to let any question of their authority and jurisdiction stand in the way. Mayor Mark M. Fagan, also Commissioner Brensinger, determined and earnest in their intention to stop the railroads at any cost from bringing further shipments of explosives into the city. Byrne, a vocal contractor, was disgraced, and he said, to "pass the buck to the Federal authorities, where it rightfully belongs."

Grows More Emphatic.

"Our laws are ineffective," said Mr. Brensinger. "It is up to this commission to take the law in its own hands. The railroads are bringing huge quantities of high explosives into the city and we have found no way to prevent them."

Here he grew more emphatic. "I'm a law-abiding citizen," he exclaimed, "but I'll be damned if I'm going to have them shipping tons of dynamite in here to blow up my children."

Director Hague spoke for the resolution and related the difficulties he had encountered in his efforts to do away with the menace to lives and property.

It was suggested that he could call on the sheriff to assist him. "I don't think I'll need the sheriff," Hague retorted. "I can use the police power of the city to stop every ship-

ment of munitions coming into the city and I'll do it."

After the adoption of the resolution, Commissioner Hague demanded: "Just what does this resolution mean?"

"It means," replied Commissioner Brensinger, "that you are to prevent every car with explosives from entering this city, and that you are to rid the city of the vast quantities of explosive munitions now stored on the piers."

Commissioner Hague took the first step in carrying his instructions into effect by notifying the Pennsylvania, Erie, Central Railroad of New Jersey, West Shore, Delaware, Lackawanna & Western, Baltimore & Ohio and Philadelphia & Reading railroads of the resolution.

No more warrants are expected to-day, although Prosecutor Hudspeth said his office would continue its investigation. Criminal prosecution of no railroad officials is contemplated, he announced.

In the suffocating fumes arising from the smoldering wreckage on Black Tom a large force of men was working yesterday. It will be weeks before the ruins are cleared away completely. Shrapnel shells were still exploding intermittently.

Henry Wilson, Director of Public Safety in Bayonne, ordered a search of the city yesterday to determine if explosives in large quantities were being stored there.

The body of a man was found in the East River yesterday at the foot of North Fourth Street, Brooklyn. He is supposed to have been a victim of the explosion.

Governor Fielder of New Jersey said in Trenton yesterday he would authorize a state investigation of the explosion.

Apparently The Tribune was in error describing as "hysterical" the excitement among the women of Governor's Island when Black Tom blew up.

What The Tribune's informant took for chorused entreaty for help by women members of the officers' households was seemingly only the screams of a loyal, though misguided, negro cook. An Irish maid, also seized by panic, joined in, but fainted.

The cry of "The Germans!" was raised, though. It was the negro cook who did the raising, and because all Manhattan did not receive the message is no fault of hers. She rushed along Brick Row proclaiming: "De Germans got us! For Gawd's sake git yo' clothes on and git off dis island!"

This mistaken Pauline Revere's whereabouts is a mystery. She was last seen shouting her warning and scampering for a pier.

Here is an account of what happened on the island, from the pen of an army woman, who elects to subscribe herself M. C. B.: "In to-day's Tribune I read with surprise, 'Governor's Island Women in Hysterics.'"

"As regards the Black Tom explosion, which caused an eventful night the 29th, permit me to correct your error. 'Seventy women of Governor's Island' did not 'run out screaming.' Many of them in hysterics. One colored cook did run out screaming, I am told. One Irish maid also screamed, but as she fainted, did not 'run out screaming.'"

"As the wives of officers, it was 'up to' the army women to meet the situation, and I think we did so. I confess to a feeling of something other than startled surprise when about 2 a. m. Sunday I would seem to have been suddenly parted from my bed. The proceeding was unceremonious; also quite unexpected.

"This was occurring while uncanny visions of light and deafening roars—detonations—'danced through my head.' "Though there was noise in abundance, it did not proceed from the hysterical screaming women of Governor's Island."

"A strange hush was on the island. Busy women were preparing to receive and comfort army 'sisters' from Bedloe's Island, whose lives were in terrible peril."

"Never shall I forget the impressive figure in the wee hours of that frightful night. An army woman, refugee, calm and white-faced as the Statue of Liberty. A lovely little barefooted boy in tiny pajamas was in her arms. 'Mother,' he said, 'is it Mexico?' Behind mother and child crept a terrified little man. She, too, was seized by the calm-faced mother. The husband and father was doing his duty in Arizona."

"She said quietly, 'We will leave New York to-morrow. I ask no help, but I thoughtlessly: 'Where is your home?' "In the same way she answered: 'I have none.'"

Another woman, who prefers anonymity, tells the story of the negro cook, and adds: "As the wife of an officer and sleeping on a piazza in Brick Row, I am in a position to know that at the time of the explosion the most of us were aroused from sleep or hurried from our beds. But there were no hysterics of any description."

"One of our number was a woman seventy-three years old, and she started back into the building to rescue a missing Pomeranian when she was halted by an officer who performed the service for her."

"Governor's Island women stood ready to be of any assistance necessary in caring for the women and children our boats brought from Bedloe's Island."

"Army women have too many vivid experiences to become hysterical in the face of any calamity."

FOUR BRIDGE CARS CRASH; 19 INJURED

Trolley Carries Two Down Queensborough Incline Into Another.

FIREMEN USE AXES TO REACH VICTIMS

Accident Occurs In Rush Hours—Crowds Aid in Getting Men from the Wooden Coaches.

Nineteen men and women were injured last night in a four-car trolley collision at the Manhattan end of the Queensboro Bridge. Fragile wooden cars, sandwiched between heavier ones of steel, combined with overcrowding, raised the list of injured to its high mark.

Three men standing on the front platform of a light bridge local were imprisoned when their car telescoped with one just ahead. They were lifted out unconscious after firemen had worked for twenty minutes chopping away the wreckage. Hundreds of persons, delayed at the Manhattan side of the bridge because of the traffic tie-up resulting from the collision, watched the firemen as they whittled their way to the three prisoners.

The accident occurred at 5 o'clock. A steel trolley, bound for Steinway, in charge of Michael Medrick as motorman, was at the head of a long stream of cars pulling out of the Manhattan loop and tolling up the 25-degree incline to the bridge proper. As it reached the crest of the slope the trolley pole jammed the wire. Unchecked, the car began to coast backward. Medrick declares he threw on both his air and hand brake without avail.

Crowded Wooden Car Follows.

Just behind the Steinway car was a crowded wooden trolley bound for Astoria. Behind the Astoria car was a fragile bridge local, jammed to the steps with passengers, and back of it was another steel Steinway trolley.

The foremost Steinway car, gathering momentum as it coasted down the incline, struck the Astoria car, reversed it and carried it backward. At the instant the Steinway and Astoria cars charged backward into the wooden bridge local the rear Steinway car, making a running start that would carry it up the incline, plunged into it from behind.

For a second the fragile local withstood the shock, trembling like a frightened animal. Then it collapsed like a pasteboard box caught in the jaws of a trip-hammer. Its front platform gave way, telescoping the rear platform of the car just ahead. The wooden beams cracked and splintered from fore to rear. Passengers were hurled through the windows upon the crumbling floor and in the path of dying glass and broken timbers.

Many Crawl to Safety.

Scenes of the wildest disorder followed. Most of the passengers of the smaller car were able to crawl through the wreckage to safety, as were the men and women on the wooden Astoria car just ahead of the local. Others had to be lifted out by police and by the waiting throng that had witnessed the collision.

Such a tangled mass of debris had been piled up over the three men on the front platform that the fire department had to be called. While firemen hacked at the wreckage the groans of the men pinned beneath could be heard by the hundreds outside. It was twenty minutes before the first man was lifted out.

He was Charles Kilgus, eighteen years old, of 337 Webster Avenue, Long Island City. Both his legs were crushed. Frank Martech, thirty-seven, of 250 East Fifty-seventh Street, Manhattan, and Salvatore De Martino, thirty, of 306 Mount Vernon Avenue, Long Island City, the other two caught beneath the wreckage, sustained fractured limbs, cuts and bruises.

Motorman Arrested.

Frederick Schwager, twenty-four, of 221 Webster Avenue, Long Island City, and Frank Fennell, twenty-one, of 462 East 115th Street, passengers on the demolished bridge local, were so severely injured that they were rushed to Flower and St. John's hospitals with the other three. The rest of the injured—nearly all of them riding on the local—were treated in an improvised street hospital, then sent home.

After the injured had been removed, Inspector Morris, Captain Wakefield, a representative of the Public Service Commission and an official of the New York & Queens County Railroad, tested the Steinway car that had coasted backward to cause the collision. When they reported that all brakes were in perfect order, Medrick, the motorman, was arrested on a charge of criminal negligence.

Blast Inquiries Will Get Nowhere, Says Wood

Much activity with slight results marked New York's manifold investigations yesterday into the Black Tom explosion. Five or six agencies lent a hand toward fixing the responsibility for the blast and the possibility of another. After all this, Roger B. Wood, Assistant United States Attorney, asserted the methods would accomplish nothing.

"They are proposing all sorts of impracticable and illegal schemes," said Wood, after returning from a meeting of New Jersey officials in Jersey City, "and this will lead nowhere."

"I am not yet sure our office has jurisdiction. If it has we shall act. Perhaps we shall go back to the explosion, or we may await further infractions of the law. It certainly is possible to compel movement of barges and vessels."

This question of jurisdiction seems to hold up most of the inquisitorial bodies. Others are the affair is nothing of their concern. S. W. Hamilton, of the Marine Division in the Custom House, summed it up as a case which could not be foreseen.

Local representatives of the Interstate Commerce Commission do not know where their authority begins or where it ends when freight cargoes are removed from railroad cars to barges for transfer to ocean-going ships. W. S. Topping, assistant chief inspector of the Bureau of Explosives, said the bureau's report, to be made at the end of the week, would probably urge the need of legislation regarding water transportation of explosives.

The United States Secret Service and Department of Justice are not ready to act until further facts are brought out. The secret service is concerned itself with possible neutrality violations and the Department of Justice with evidence of incendiarism.

BRITISH AND BELGIANS PRESS ON IN AFRICA

Pagani Taken—4,000 Head of Cattle Captured.

London, Aug. 1.—British troops operating in German East Africa have occupied the port of Pangani, on the east coast, says an official statement given out to-night. The Anglo-Belgian forces in the region of Lake Victoria Nyanza are reported to be making progress.

The statement follows: "Lieutenant Colonel Vandeventer took 4,000 head of excellent cattle while advancing on Dodoma. Further east Major General Hoskins has been clearing the country south of the Usimbura railway. The port of Pangani has been taken, and minor columns are pressing the enemy southward between the Nguru hills and the coast."

"The Anglo-Belgians are progressing in the region of Lake Victoria Nyanza from their bases at lake ports."

JAPANESE TREATY AIDS CZAR'S DRIVE

New Alliance Leaves Russia Free to Concentrate Force in the West.

Tokio, July 10.—Three chief objects are attained by the recent alliance between Japan and Russia, according to political circles here.

First is the elimination of the menace of hostilities between the two empires, which was not completely eradicated by the Russo-Japanese War.

Second is the strengthening of each other's hands in dealing with China and

affirming their special interests in that country and the Far East generally.

Third is the relieving of Russia's anxiety as to the protection of her rights and spheres of influence in the Far East and the consequent strengthening of her power to concentrate on the situation in the Balkans and in Persia, which she believes vitally to concern her future. As to this a leading Japanese journal says:

"In return for what Russia does for us we must give Russia whole-hearted and vigorous assistance toward the realization of her national hope of finding an opening to the Mediterranean by way of the Balkan Peninsula."

Assertions of the Japanese press that the new treaty would contain secret clauses were denied by the Foreign Office when the text of the agreement was published.

The Japanese are manifesting great interest as to how the alliance will be received in America. The Japanese Foreign Office told The Associated Press correspondent that it was an adjunct of the alliance with Great Brit-

ain based on the integrity of China and that the agreement with Russia would in no way affect the trade interests of the United States.

"China will necessarily remain open economically to everybody," said a well known official. "We Japanese cannot conceive of the United States interfering with the rights or interests of Japan in the Far East, and consequently cannot understand how the alliance could affect America."

"It should be noted," the speaker went on, "that questions touching the two empires which are outside the domain of this part of the world would presumably fall without the scope of the alliance. Again, the word 'military' does not appear in the text, though military assistance might perhaps be the outcome. I suppose certain details of the convention have not been announced; nevertheless we should feel convinced that the primary aim of the alliance, aside from the protection of mutual interests, is the maintenance of a lasting peace in Eastern Asia and the blocking of German attempts to regain a foothold in China."



The thing that appeals to all the people is the big thing

In following my profession of national advertising, I have always sought those articles which interest all the people. I never cared very much for anything that appealed only to a certain class. Classes are always limited. The audience is never big enough. But when you have something that appeals to everybody, your opportunities are boundless. Your success is measured only by the intelligence of your effort.

So that when this Lord Salisbury cigarette was created and I learned that it was a pure Turkish tobacco cigarette that sold at a popular price, I knew that every cigarette smoker in the world—high and low—would be interested, providing the cigarette was all that its makers said it was. I made it my business to find out. And when I had discovered that the cigarette—at 15 cents for 20 cigarettes—was as good and as pure as any cigarette that the world had ever produced, I went after the advertising account.

I investigated for months before I went near the American Tobacco Company. I took a package of Lord Salisbury cigarettes to a high-class tobacco chemist and had him analyze the tobacco and the paper. The result of his work was so pleasing, that I knew the Lord Salisbury could be made the best selling cigarette in existence. It is now my belief that when you know this cigarette as well as I know it, you will smoke it as I am smoking it, and you will say, as I have said, that it solves your cigarette problems from the standpoint of quality and the standpoint of price.

It is an advertising proposition that I delight in. I have all the cigarette smokers in the world to address. The proposition is unlimited. And the man who smokes expensive cigarettes will be just as much interested as the clerk on his modest salary. There is quality and quantity and economy. It is a trinity that an advertising man loves to follow. He has everything behind him and the world before him.

This cigarette is so good, and its quantity and price so alluring that it will be followed by a host of imitators. But keep your eye on Lord Salisbury—the leader and the original.

Cordially yours,

W. K. Cochrane
Pres. W. K. Cochrane Adv. Agency

P.S. Why not send out for a package now?

Men's Furnishings at McCutcheon's

During the month of August special prices will prevail in this Department, showing in many instances considerable reductions from regular prices, including Men's Silk Shirts, Negligee Shirts with laundered or soft cuffs, Golf Shirts of Cheviot and Viyella Flannel, also Evening Shirts of plain and pleated designs, Pajamas, Etc. The following though not reduced are worthy of special note.

Bath Robes of Terry Cloth \$5.00. Slippers \$1.00. Bath Robes, mercerized cotton, \$5.00. Wool and Cotton \$7.50 and 10.00.

Imported Flannel Robes \$14.50, 16.50 and 19.50.

Men's Night Shirts with collars or surplice necks of Muslin, Cambric or Mull, \$1.00, 1.25, 1.50 and 2.00. White China Silk at \$8.50.

Golf Sweater Jackets are shown in an extensive assortment at \$5.00, 6.50, 7.50, 10.50 and 12.00. These are principally garments made in Scotland, but in some cases the yarn is imported and the coats made here.

Men's Belts in Black, Tan, White and Grey at 50c and \$1.00. A new feature is the silver or gilt adjustable buckle to which can be fitted any color belt at \$2.50 and 3.50.

Bathing Suits at special reductions.

Fifth Ave., 34th & 33d Streets

